



Admiral's CORNER

FROM COMMANDER, NAVAL SAFETY CENTER



Time-Critical ORM *and* Starting the Year Right

Success in safety involves identifying hazards, and then taking necessary steps to prevent them from becoming mishaps.

Maintainers have been doing that for years, and you've done your part this year...on and off duty. But success isn't "doing it right" for a few days, weeks or months. It's getting it right every day and every launch and every time you get in your car.

I want to take just a little time to share some facts about on- and off-the-job mishaps.

I had our people run statistics for maintenance-related mishaps for the last 10 years. I wanted to know what impact, if any, we've had with maintenance. The first part, I'm happy to say, is that maintenance-related involvement in mishaps is small. Last year was exceptional, and your efforts actually lead to a dramatic reduction in maintenance-related mishaps. However, in CY06, we still had 20 Class A, B or C mishaps involving 21 aircraft, and at a cost of \$120 million.

What these numbers tell me is that we're doing good, but we can and must do even better. You can see the numbers over the past 10 years on the accompanying chart.

We also have good news off duty. As I write this note, we are having the best year ever for private motor vehicle mishaps. Motorcycle-related mishaps also are down—best in the

past five years. I hate saying too much too soon because there's a lot of time left in the year, including the critical days of summer, but you have come through admirably to this point.

We will be successful, but only if this wonderful trend continues. So I need every maintainer to do what you've done in the past: Help to solve these issues permanently. Talk with your shipmates, make sure your people have plenty of rest, discuss ways to stay safe on and off duty, and use time-critical ORM. It takes only a second to be injured, so take a couple seconds to plan for your safety. Identify hazards and ask

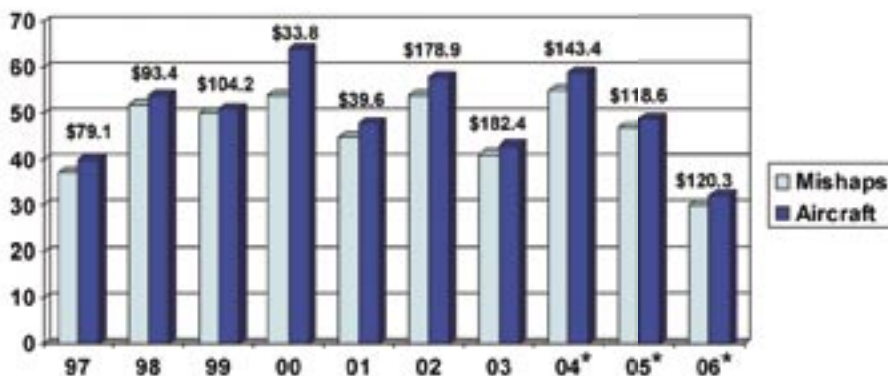
yourself "what can hurt me or cause damage," then take steps to reduce these risks, set controls, and keep checking yourself and your shipmates to make sure you adjust when things change or are different.

Before you start an evolution, ask yourself a simple question, "What's different today?" and use the simple A, B, C and D process described on the next page.

Your continued hard work will make this the best year ever for mishaps.

RADM George Mayer

Maintenance-Related Mishaps - CY97 to 06



*These years still have a number of mishaps under investigation. CY06 is a projected number. Dollars are in millions.